

CARROZZI CHARGED WITH ASSAULT.

At the Police Court this morning (4th inst.), before Mr. Robinson, Felix Carrozzini, late chief mate of the *Nansing*, was summoned by Capt. Thomson, of that vessel, and by Capt. Hogg, of the *Fooksang*, for assaulting them and using threatening language. Mr. Deacon appeared for the complainants, and by consent the case was heard concurrently.

Capt. Hogg said: On Friday last, at 6.30 p.m., I went on board the *Nansing*, on the invitation of Captain Thomson, to dinner. When we had sat down, defendant, who had until that day been acting as chief mate, came and sat down. Capt. Thomson ordered him to leave the saloon, saying he could not stop there after the language he had used to him that day, and that he no longer belonged to the ship, as he had been paid off. He offered, however, to send defendant to his dinner to his cabin. Carrozzini refused to leave, and defied the captain to put him out. He said he would stay, and he would get no dinner if he stayed. He then threatened to pull the tablecloth off, and got hold of it. He was again ordered out, and he spat on the table. The chief engineer and second mate thereupon rose to leave, and I spoke for the first time, telling Carrozzini he would be best for him to leave quietly. He replied "Hogg, I'll mop the deck up with you." I didn't want to have anything to do with him. He then challenged me to fight, and when I refused he said "Hogg, you've assaulted me." I denied it, saying that if I had he could summon me. He rejoined that he would give me a chance to summon him, and went away. Shortly afterwards he returned, and handed me a letter, which I tore up and threw away. He said "I know you would throw that away, and I'm adding that he would catch me ashore. Capt. Thomson again ordered him out, and he seized Thomson and pushed him back in his seat. I suggested that a policeman should be sent for, or defendant put in irons, which caused him to leave me alone. I told him that I should have thought the trouble he had in Japan would have been enough for him, and he then again challenged me to fight, threatening to give me a "a dig in the eye." He afterwards went out, returning immediately and apologising to me. A policeman came then, but was not asked to do anything. Capt. Thomson and I subsequently went out on deck, and defendant then came up to me and again asserted that I had assaulted him. I said I had not, but he kept on abusing me and the chief engineer. I told him I would not hit him back, but would make him pay for it. The police were then again sent for, and he was induced to go away with them. Next morning I got a letter saying:—

"MR. P.C.—Take my advice and don't poke your nose into quarrels that don't concern you, or you will be left in the cold, the same as last night."

Yours truly,
F. F. CARROZZINI.

I sent very well on board last night, in spite of your false assertion to the effect that I had not. I did not answer the letter, thinking the defendant is a dangerous man to do with him, because I am not anxious to be either shot or stabbed. I took it that by being "left in the cold" I might expect another slap in the face, or even a good deal worse. He is a man I shouldn't like to have behind me.

Cross-examined—I never touched you in the cabin. You hit me a pretty hard blow—it "warmed" my face. I may have said to others that it was only a slight blow.

Capt. Thomson was then called. He said:—I have been captain of the *Nansing* since June last. Defendant came into the ship on the 16th of last month, as acting chief mate, and was discharged on the afternoon of the 31st. He used the most insulting language to me when I paid him off, calling me the vilest names. I met Capt. Hogg afterwards, and asked him to dine with me, and he came. We went into the saloon and sat down, and then defendant came in. I told him I would not allow him to sit at my table, and ordered him out, saying I would send his dinner to his room. He became abusive, threatening to pull the tablecloth off. I got up, and he seized my coat-collar violently and pulled me round the corner of the table and then squatted up at me. The chief engineer and second officer got up to go out, and I called them back. Defendant used a lot of bad language, and Capt. Hogg told him it was better to leave quietly than to be put in irons. He then told Hogg then and threatened to mop the deck with him. After dinner he came in again and gave Capt. Hogg a letter, which the latter tore up and threw on the floor. He used more bad language, but afterwards apologised to Capt. Hogg, who then went out on deck with me. Defendant, who was talking to my second engineer and the second engineer of the *Fooksang*, came over to us and called Hogg a foul name, striking him as he spoke. Two policemen came afterwards, and I ordered defendant to leave the ship, which, after some demur, he did.

Cross-examined—After some demur, he did. I told you of my report to the office. No one touched you in the saloon. I did not say, the following evening, that Capt. Hogg and I hustled you out of the saloon.

Peter McVey, second engineer of the *Fooksang*, and Archibald Lang, chief engineer of the *Nansing*, also gave evidence as to the scene in the saloon, but neither of them had apparently seen any blows passed. The latter stated that Carrozzini expressed great indignation at having been turned out of the saloon by force, especially by a guest.

The case was then adjourned until to-morrow, in order that several witnesses might be subpoenaed.

At the Police Court this morning (4th inst.) Mr. Robinson resumed the hearing of the summons for assault taken out against Capt. Felix Carrozzini by Capt. Thomson, of the *Nansing*, and Capt. Hogg, of the *Fooksang*. Mr. Deacon appeared for the complainants, and called:

James Smith, second officer of the *Nansing*. He stated that on Friday night, whilst sitting at dinner in the saloon, the defendant came in and sat down. Capt. Thomson told him that after the language he had used that day he must not sit at that table. Defendant said something in reply, and then Capt. Thomson got up and Capt. Hogg stretched his arm across the table. Witness could not say what their intentions in doing so were. Defendant pushed Captain Thomson back into his seat, as though to prevent him getting up to assault him. There was no violent or abusive language used that witness heard, except that defendant threatened to pull the tablecloth off. He did not do so, however. His conduct before being ordered out was quite proper.

Defendant then called—

Mr. G. C. Anderson, marine superintendent to Messrs. Jardine, Matheson & Co., who said:—On the afternoon of Friday last I saw defendant, and we had some conversation about his pay. I promised to see Mr. Kewick and Capt. Thomson about it. Defendant afterwards sent me a letter.

Mr. Deacon objected to this as having no bearing on the case, but it was relevant. Witness continued—I had written to defendant that day, dismissing him. It was with respect to that that he claimed a month's pay. I said I would speak to Mr. Kewick about it, and if he

was entitled to it he would get it. He wrote to me afterwards claiming the month's pay or to be allowed to work until his month was up. I was busy when I got the letter, and I think I said "All right" to the quarter-master who brought it.

Mr. Deacon—If defendant has been treated wrongly he has a civil remedy.

Cross-examined—I did not in any way authorise the defendant to stay on the vessel—nothing was said about that.

Defendant did not call any other witnesses, but made a statement to the following effect:—That afternoon, having signed off the pay-sheet in the usual way, with no idea of being discharged, Capt. Thomson discharged me. I went on with my duty, and meeting Capt. Anderson, I said I should certainly expect a month's pay. He said he thought I should not get it, but he would see Capt. Thomson about it. I said it was no use seeing Thomson, as he changed his mind so often, and afterwards I went officially to Captain Anderson, as I got my appointment from him. I said I certainly expected a month's pay or to be allowed to work my month out. The quarter-master who took the letter told me he said "All right." I went on with my work, and knocked the men off at the usual time, and then went into the saloon to get my chow. I had had no intimation from Capt. Thomson that I must not go in. I was going in with the second mate, when I was ordered out. I was astounded. I asked if I was misbehaving myself, and Capt. Hogg said "Look here, you had considerable trouble in Japan." I said "You kindly mind your own business—you are a guest here," and then they both threatened to put me out.

I said "You try that, and I'll give you a quarter's pay." I certainly did not intend to pull the tablecloth off, but I didn't do it. I went out, and wrote a bit to Capt. Hogg, telling him I expected him to apologise to me before he left the ship. He tore up the bit. I never apologised to him at all—I never returned to the saloon again, but stopped talking to my friends outside. We walked to the gangway, as they were going ashore, and I told them I didn't think I'd go ashore with them. Then I went to my cabin, and the next thing I knew I was ordered to go ashore by a policeman. I asked him if he was a magistrate that he could order me ashore, and he said I had assaulted two men, and I had better shut up and go. I thought I had better shut up, and I went. All the witnesses have stated that I behaved properly at the outset. I was on the behalf of the complainant, said there could be no doubt that the assaults had been committed, the evidence in that respect having been unshaken and uncontradicted. Whatever Capt. Carrozzini's fancied grievance might be, he had no right to take the law into his own hands—even assuming that he was in the right. The assault on Capt. Thomson must be punished severely—it was a much more serious matter than a mere case of assault, it was a question of discipline on board ship, and there was no knowing how much more serious these things might become if they were not nipped in the bud. It was infinitely worse than a case where a man met another in the street, and punched his head. If Capt. Thomson had exercised his powers wrongly, if the defendant had his remedy in the Court, he must not assault him in his own ship. There had been no blow actually struck, so that the assault was not, in that way, a very serious one, but with respect to Capt. Hogg's case he was undoubtedly struck in the face. It was an assault on a guest—a man entitled to expect every courtesy. The witnesses had shown a good deal of unwillingness to give evidence either way; and to a great extent their testimony was worthless, but they had not denied that Capt. Hogg was struck. He had sworn that he was afraid of the defendant, and he (Mr. Deacon) suggested that that was "ample ground" for binding defendant over to keep the peace in future, in addition to being otherwise punished.

His Worship said—With respect to Capt. Thomson's case, there seems to be a civil claim mixed up with it, with which, of course, I have no authority to deal, one way or the other. It complicates matters a little, because on the one hand the defendant claims to be where he was—in the saloon—of right, and on the other hand it tells against him, because if he was there of right he was amenable to the discipline of the ship, as a member of the crew. The assault itself was of a very slight nature, and I am inclined to think that no charge would have been brought if the second assault had not taken place, because I have in evidence from one of the complainants that when the policeman came they said "Oh! the marks gone, it's dropped." Taking into consideration this fact, I think there was a want of discretion in not using discretion towards his subordinates—in not warning defendant beforehand that he could not come to the saloon, and seeing that when he came there he conducted himself in a proper manner before the *franc*, I shall not take notice of it under the circumstances, and shall dismiss the summons in that case. With regard to Capt. Hogg's case, I quite agree with Mr. Deacon that it is a much more serious matter, because the defendant had plenty of time to get cool—whatever provocation he might have had in the first instance he was out of the saloon for some time afterwards, and had time to let his temper cool. Instead of behaving properly, he walked up to Capt. Hogg—it is not probable, probably out of a friendly feeling towards the defendant—and struck him in the face—an insult of a very grave character. The only mitigation is the amount of pain Capt. Hogg would feel at the time. Such a blow, given by one man of education for I believe they hold equal rank—to another, must be punished, and looking at the fact that the defendant's pay is only the moderate sum of \$75 a month he will be fined \$10 for the blow, and ordered to expiate into his own recognisance of \$50 to keep the peace for three months. I will say that the letter that was put in has not without its weight in determining me in imposing what I consider a rather heavy fine.

THE HONGKONG ICE COMPANY, LIMITED.
NINTH ANNUAL REPORT.

The General Managers beg to submit to the shareholders a statement of the Company's accounts for the year 1889.

The business of the Company has continued to improve and the result of the year's operations, inclusive of balance from last account, is a profit of \$37,896 78.

On the 2nd August last, an interim dividend of 7 percent was paid, which absorbed a sum of \$8,750, and there is now a balance to be dealt with of \$29,146 78. This will admit of the payment of a further dividend for the year of 17 percent, or \$4,250 per Share (making 24 percent in all) of \$21,250 00, and an addition to Reserve and Depreciation fund of 7,500 00, leaving to be carried forward to new account 396 78.

In order to meet the increased demand upon the Company, it has been found necessary to substitute for the old *Day Air Machine*, which is now obsolete, a modern one, and the order has been placed in the hands of Mr. Bain, the late

Manager. The cost of the new machine, together with the extension of the present buildings, it is estimated will amount to about \$25,000.

The Ammonia and Damp Air Machines were continuously at work day and night during the summer months.

The accounts have been audited by Mr. Thomas Arnold, and the General Managers recommend that he should be re-elected auditor.

JARDINE, MATHESON & CO., General Managers.

Hongkong, 3rd February, 1890.

Assets.	
Property Account	\$161,368 05
Invested in Hongkong Fire Insurance Company's Shares	315 00
Cash on hand	281 78
Hongkong & Shanghai Bank—Current Account	27,676 88
Hongkong & Shanghai Bank—Deposit Account	9,000 00
Outstanding Accounts	17,518 83
Accounts Receivable	391 39
Ice on hand	180 00
Stores on hand	84 00
Extension Account	2,464 26
	\$203,509 09

Liabilities.	
Capital Account	\$125,000 00
Reserve and Depreciation Account	40,900 00
Account Payable	3,064 31
Suspense Account	900 00
Profit and Loss Account	29,156 78
	\$203,509 09

PROFIT AND LOSS ACCOUNT.

To Salaries, Wages and General Trade Expenses	\$18,453 40
To General Managers' Commission	2,000 00
To Auditor's Fee	100 00
	\$20,553 40

Interim Dividend of 7 per cent. paid on 1st August, 1889	8,750 00
Balance	29,146 78
	\$37,896 78

By Balance brought forward from last year \$366 56 |

Receipts for Ice during the year, and value of Stock on hand	\$4,499 57
Rents received, less Crown Rents	2,703 47
Interest	781 08
Transfer Fees	89 00
	\$8,073 12

JARDINE, MATHESON & CO., General Managers.

I have examined the Books, Vouchers and Securities of the Company, and certify that the above Statements are in accordance therewith.

THOS. ARNOLD, Auditor.

Hongkong, December 31st, 1889.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE ST. ANDREWS SOCIETY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—

SIR—I think it will give satisfaction to the majority of Scotsmen in Hongkong to find that the question of improving the management of the St. Andrew's Society is being taken up. Murmurs have been heard, not only loud, but deep for some time, and the formation of a new society has only been prevented by the good sense of those who think it would unwise while a hope remains of improving the existing one. "An Enthusiastic Scot" accurately describes the annual meeting as "cold and miserable." A more miserable farce it has never been my lot to witness; the minutes of the previous meeting were not even read, no information was given as to the working of the General Committee during the year, and no opportunity given to members either to ask questions or make remarks. Rumour has it that the committee were afraid of awkward questions about certain action, not quite in line with the constitution; but be this as it may, the management seems to have fallen into the hands of a clique, which is always unsatisfactory. It is to be hoped the members will take this up vigorously, and see that in the future the Committee be made more representative, and one that will be more in touch with the majority of the members.

I am, dear Sir,

Yours, &c.,

ANOTHER ENTHUSIASTIC SCOT.

Hongkong, 1st February, 1890.

THE ALICE MEMORIAL HOSPITAL.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—

SIR, It has occurred to me that brief monthly statistics of the Hospital might be interesting to the public, and also help to keep the Hospital before the public mind. On the reverse of this I shall summarise the work of the month first over, though this being China New Year month, the numbers are small, and if you think it worth while, I shall be glad if you will insert the summary in this evening's *Telegraph*.

I am,

Yours very truly,

JOHN C. THOMSON, Superintendent.

ALICE MEMORIAL HOSPITAL.

Statistics for January, 1890.	
In-patients remaining in Hospital on January 1st	43
In-patients admitted to Hospital during January	23
Total In-patients treated	66
Of these were—	
Discharged cured	17
Discharged relieved	19
Discharged on other grounds	3
Died	40
In-patients remaining in Hospital on February 1st	28
Out-patients, new cases	434
Out-patients, return visits	441
Total out-patient consultations	875
Operations	2
Vaccinations	7
Dental cases	8
Casualty cases	3
Hongkong, 1st February, 1890.	

THE BALANCE OF POWER.

II.

LI HUNG-CHANG.

That faculty of political genius which consists in discerning men and utilizing them for all they are worth has been fully exercised by the Emperor Dowager in her relations with Li Hung-chang. It does not perhaps say much for the other statesmen of China, whether Manchou or Han, that during a reign of 28 years none should have been found capable even of sharing the burden, and that one man should stand out in solitary eminence as the buttress of the empire, but it says a great deal

for the one man himself, that through good report and evil, through storm and calm, and in frequent mistakes of his own, he should have retained unimpaired the confidence of his Sovereign. The upsurge of the several rebellions in which Li Hung-chang played the most successful part naturally placed him in the front rank of candidates for Imperial favour, and under any circumstances there would have been an honourable career open to him in the service of his country, when his military campaigns were ended. But qualities which distinguished him from all his brethren in arms had already been recognized in him, when he was sent in 1870 to Shensi to clear the province of the Mohammedan rebels against whom Tso Tsung-tang had been operating without success for five years. These rebels fully endorsed the Imperial estimate of Li's prowess by evacuating the province, without standing to fire a shot. From this surprising success in the North-west it was not unnatural that Li should have been selected to succeed the great Tso Tsung-tang in the governor-generalship of Chihli, at a time when affairs in the province looked dangerous owing to the mismanagement which led to the Tientsin massacre.

Up to that time, however, there was nothing of an abnormal character in the position of Li Hung-chang. He had risen rapidly by his merits, chiefly in the field, and was given high rank and office; but all was strictly within the orthodox routine of the Imperial system. It was only after his instalment in Chihli that the Viceroys began to create for himself the extraordinary part which he has so well sustained. For to the Viceroys and the other officers to which he was commissioned there was added by the evolution of circumstances, acted on by an original personality, an office more important than all, and overshadowing all the rest—an office which remains without parallel, without recognition, without a parallel, and without a name—that of Prime Minister and Foreign Minister, or Chancellor of the Empire.

The immediate cause of Li Hung-chang's sudden appointment to the governor-generalship of Chihli was the apprehension of a crisis by the French. Full restitution for the outrage of Tientsin was expected by China, and but for more pressing engagements nearer home during that eventful year would probably have been exacted by France. The conciliatory policy of Tso Kwo-fu was scathingly denounced by the anti-foreign party in Peking, the now celebrated Chang Chih-ling having in particular applied his trenchant pen to the fomentation of a spirit of war to the knife; and the government did its best to provide for eventualities by sending the strongest man it had to keep the gate of the capital. This crisis in affairs also led, by the obvious fitness of things, to the removal of the provincial capital, Peking, to Tientsin, the proper basis of coast defence. Some other necessary changes were at the same time effected in the government arrangements. For the first ten years of foreign intercourse there had been a dual authority in Tientsin. The Imperial Commissioner and Superintendent of Trade, a new office which had grown out of the foreign treaties, of course resided in the sea-port, while the Governor-General held his court at Peking. The Superintendent of Trade, though bearing the rank of Imperial Commissioner, exercised but a limited control over the local officials, civil and military, who were under the orders of the Viceroy; and the prestige of the incumbent of that office inspired his subordinates with exaggerated respect, which was too apt to take the form of arrogance towards what they might naturally consider the upstart authority of the Imperial Commissioner. Chung-ho, who worthily filled the latter office, a well-bred and unassuming man, most kindly disposed to foreigners, was afraid to issue peremptory orders to the local officials, and it was this, and not "sombre acquiescence" in a revolting crime, that paralysed his energy on the fateful 21st June, 1870, and allowed the massacre to be perpetrated. A weak ruler is ever more dangerous than a wicked one. After this deplorable breakdown the dual system was abolished, and the two offices of Superintendent of Trade and Viceroy were united in one person, one individual, who spent most of his time at Tientsin, the most convenient point for the discharge of the various functions imposed on the Viceroy.

The special quality which differentiated Li Hung-chang from all his brother officials now became gradually more conspicuous. It was his capacity for dealing with foreign affairs. He was the first, and to this day remains, among officials of rank, the only one who has been able to realize the novel situation created for China by the foreign treaties, and who has seen the necessity of accommodating the traditional ways of the government to the exigencies of foreign intercourse. Many others perceive that a change has come over the circumstances of the country, and sincerely desire that the country should be prepared for the novelties which threaten it. The idea of reform is in their minds, and they believe that some modifications in their existing system, and some introduction of foreign implements of progress and so forth are necessary to the country's welfare. But it is the distinction of Li Hung-chang to have attempted, and in part succeeded in, the practical solution of the problem. He is the only one who has taken the bull by the horns, and frankly accepted the conditions as necessary to the accomplishment of his purposes. He is not so childish as to say: We will make railways, but only with Chinese materials; we will have a war fleet, but no foreigners to manage it. True enough, the fulfilment of his schemes of improvement, and defence, every way to be desired, and partly due to his own experience, and partly due to the difficulties with which he is surrounded, which would have utterly discouraged a weaker man, and of which foreigners have no conception; but there is the real *bona fide* intention to put in practice what others, from the security of their bureaucratic position, only preach. For the purposes of coast and frontier defence there is no question that Li Hung-chang means to be as efficient as he knows how.

Nor in the *rap* of his less distinguished. A fool-hardy and barren resistance to a foreign enemy never will enter into the programme of this practical man of business. The hollows of Chinese bravado and the cowardice of Chinese collapse are alike alien to his nature; and either by inherited constitution, or from the assimilation of the teachings of experience, he is prepared to ably free from illusions. He is prepared to enter into any contest, to resist an invader, at a distance, which is merely a fair, reasonable, and manly treatment of foreigners, whether as governments, officials of government, or as private individuals. To have laid aside, as Li Hung-chang has done, the flippant Chinese officialdom, and the stife bombast of the stage heroes of dilapidated theatres required no small courage, or what in this case is much the same thing, common sense, in a country of make-believe. The independence of mind which has rendered Li Hung-chang indifferent to the obloquy of his small detractors, and secretly denigrated him as that greatest of all Chinese demagogues, the friend of foreigners, has also qualified him for the discharge of the highest functions of the State. The man who was not afraid to face the consequences of his acts was a God-send to a timid government, who more and more discovered the convenience of making over

all difficult problems to him, to solve them at his peril.

Li Hung-chang has stood to the Throne somewhat in the relation of the Minister of a constitutional sovereign taking on himself the onus of all failures and sustaining the conventional legal fiction that "the King can do no wrong." With this radical difference, however, that the power of resignation being practically denied to the Chinese Minister he has to stand the consequences of action which he may entirely disapprove; as has been Li Hung-chang's own case more than once. This principle of personal accountability which as much as anything else emasculates the public service, having been fully accepted by Li Hung-chang, he has never hesitated to stand in the breach, when called upon, and to make himself the scapegoat for the blunders of the Court, which time and again has been relieved from embarrassment by the loyal intervention of the Viceroy. And it is the reliance which could always be placed in this essentially practical devotion of the Minister that has knitted him indissolubly to the Throne. Many instances of the fearlessness of responsibility might be given besides the negotiations respecting Tongking which are fresh in the memory of our readers. On one occasion his intrepidity saved the life of that well-meaning, but ill-starred minister, Chung-ho, who was, most unjustly, condemned to death for the Lividum Treaty, among the most ruthless of whose assailants on the occasion were two high officials very well known to foreigners. The unfortunate man was about to be executed when Queen Victoria, moved with compassion, stepped out of her way to intercede for him, and sent a telegram to the Empress Dowager, as from a woman to a woman, imploring mercy for the condemned man. The British Minister, however, could not prevail on the Taung-lin Yamé, singly or collectively, to touch a matter which concerned an Imperial death-warrant, and as a last resource he appealed to Li Hung-chang, who, in a few words, commended the Queen's message to the Empress, and Chung-ho still walks the earth.

If we seek a little below the surface of Li Hung-chang's character and policy we find him a man of the soundest principles and always ready to push his plans for the amelioration of the country as far as circumstances permit. But he is no bigot, or doctrinaire, for however clear and practical his own opinions may be, he reserves a wide hospitality for those of others, which he not only takes trouble to search out, but is always ready to adopt when convinced of their merit. Possibly he may carry this intellectual altruism even to excess, as his open-mindedness exposes him at times to quackery, and gives his public acts an appearance of wavering. Self-consistency is evidently held in slight estimation by him, and having done his best—within bounds—to obtain acceptance of his own views he does not, like a man of one idea, fanatically pursue them, but when no progress is possible in the direction desired he will rather take up a rival scheme for which he has little sympathy than allow matters to come to a standstill. Indeed, it is by his wonderful power of accommodation, his genius for making things palatable and feasible, for smoothing away obstacles, and suppressing personal feelings, as well as by his other qualities, that Li Hung-chang retains his unique position in the Empire. An Opportunist, *par excellence*, but of the best class, he holds his way over the floating ice of passing events, personal rivalries and political commotion, landing where the current may take him, and equally at home wherever it may be. To a man of this catholic temperament nothing comes amiss. He is the man of his epoch, who remains calm through every storm, ready to take advantage of every incident to aid his policy, but no more discouraged by defeat than a seaman is by contrary winds. A man of infinite patience who knows how to bide his time, not in sullen chagrin, but with the elasticity of those who pass easily from one concern to another. The man who is ambitious to accomplish something in China must before all things possess his soul in patience after the pattern of the subject of our article. Whether the political system of Li Hung-chang is capable of being perpetuated we would not venture to hazard an opinion. Political schools, as a rule, are not successes, for the next generation being only copyists do not possess the adaptive faculty, and go completely astray in applying maxims and following precedents which are inapplicable to the altered circumstances. The most successful statesmen often leave no followers, as, for instance, Palmerston, as great an Opportunist and as good a patriot as Li Hung-chang himself, a man who ruled events in a wonderful way while he lasted, whose empire may be said to have died with him.

We have not referred specially to the actual achievements of Li Hung-chang, and would only observe that it is too early yet to appraise the life-work of a man who has still ten good years of activity before him. For another reason also it would be impossible to judge him fairly, for in his case, more perhaps than in most, the hidden difficulties with which he has had to contend can only be known to posterity, whose prerogative it will be to judge impartially of the statesman figure which will be to all time a landmark of Chinese History.—*Chinese Times*.

NOTES FROM CHINESE PAPERS.

The Foochow Arsenal authorities last year built a steel-plate boat called the *Long-yue*, which on her trial trip was not a great success, but after some alterations in her machinery her speed proved faster than anticipated. She has been sent to the north, where Viceroy Li Hung-chang made an inspection of her, and we hear that His Excellency was much pleased with the result.

At Nanchow, near Wenchow, a band of robbers under a leader named Chün, were the terror of the district. On the 10th of last month the authorities sent Captain Tait and two soldiers to capture the leader and break up the band. Captain Tait marched upon the desperadoes, and had an engagement with them, capturing the chief and killing many of the gang, including their first lieutenant. During the affray Tait lost some men; one of his colonels was wounded in six places with sword cuts, and he had also a bullet wound in the shoulder. The robber chief has been sent to the Wenchow authorities from whom he will receive his deserts.

The Prince of Mongolia last year sent forty-nine envoys, representing as many districts, to convey his respects and tribute to the Emperor at Peking. Their audience with the Emperor began on the 8th of the 12th moon; each day eight or nine of the representatives had audience, and according to custom they ought to have spoken the Manchurian language, when conversing with His Majesty. But some of them only spoke the Mongol language, and others the Mandarin dialect, very few speaking Manchurian. Nevertheless the Emperor overlooked this, as some of them could not reply correctly when interrogated by him in the Manchurian language.

Since the decree from the Throne ordering the police to guard the City of Peking more carefully, robberies have become less frequent. But a few days ago night watchmen saw a number of thieves, all wearing mainly robes and carrying on their shoulders religious insignia. They were

walking along and talking, and the guard noticed that their language was anything but of a religious nature, so he proceeded to enquire into their antecedents and questioned them. The showed fight, but the guard after obtaining assistance, managed to capture eleven of the pseudo priests, who all turned out to be robbers. They have been sent to the authorities, and no doubt they will be executed. This is a clear case of wolves in sheep's clothing.

CANTON.

(FROM OUR CORRESPONDENT.)

CANTON, January 28th, 1890.

"Ole custom," as regards the passage of each old year, and advent of the new, is becoming a tradition so far as modern China in the south is concerned. The Governor of Kwangtung returned the New Year calls of the Consular body today.

Our worthy friend Li, late commander-in-chief of the Shamen body guard, has lately been compelled, through the sale of the French concession ground, to shift to new quarters outside the concession, and has now taken up a strategic position on the opposite side of Bridge, crossing the canal concession in the British concession. Li is reported to be in high dudgeon at having to break up the imposing Yamen he had constructed for himself on Shamen, and has influenced the alteration of the route by which high officials hitherto entered the concession to the British. Instead of the French bridge, our consular body find also favoured us with a grand military display to-day at an attack on the British concession by his "braves," from his new position on "beggars' bridge." They were deployed along the canal, and moved themselves by pouring volley after volley into an imaginary enemy (foreign of course) attempting to approach their position by the "wave of sand" (Shamen). The proceeding was chiefly remarkable for the irregularity of the firing and the disorderly conduct of the troops.

The Paper Mills' half-way between this and Fatsan, open to-day, and are deserving of every encouragement. Properly managed, as there is every prospect of their being, the enterprise must meet with success. There is a talk now of debasing the copper-cash coinage at the Mint, so as to make the establishment pay, and of utilising the poorest metal possible in its manufacture. If this be carried out, it will certainly be the beginning of the end, so far as confidence is concerned, in the first Government Mint established in China, and besides will be completely at variance with the principles upon which its establishment was permitted by the authorities at Peking. It may be doubted also whether much inferior metal will stand the stamping process the coins have to undergo without fracturing them.

The Tamchou silver mines re-open under new auspices this week, with every prospect of ultimate success. A thorough inspection by a competent foreign engineer is to be made without delay, and upon his report it will be decided which is the best course to adopt in profitably developing these mines. If we are not mistaken, no less an authority than Professor Milne of Japan has pronounced in their favour, as apparently possessing valuable deposits of the precious metal.

CHINKIANG.

(FROM OUR OWN CORRESPONDENT.)

29th January, 1890.

It was Mr. Froude who said, "One never knows exactly what is inside a Chinaman," but our Municipal Council in the Report published in your issue of 25th January, says that "the demeanour of the natives in and near the Concession towards foreigners has become distinctly unfriendly." This demeanour is doubtless the external evidence of an internal fact, but the Report only states a half truth when it gave as a reason of this hostility the dilatoriness of officials in punishing the principal offenders in last year's riot. It would be a lasting benefit to a cosmopolitan public if some competent person would write a book on the "Philosophy of Chinese Hostility." The writer of these lines, who is no pessimist, is almost positively sure that the logical outcome of such a book would be a clear demonstration of the fact that it is the foreigners who usually causes the hostility in China. This is not a pleasant reflection; it is very troubling to our pride; it puts in the position of the man who, when he reformed, found that affairs in the village went along smoothly and peacefully where heretofore all had been disorder and discord. Conf

Intimations.

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to the north, the gunboat squadron was distributed along the coast up to the Gulf of Pechili, and did invaluable service in clearing the seas of marauders; protecting the trade of the intermediate ports, and in forming the van-guard of the operations in the north. The service they rendered in the memorable but disastrous attack on the Peiho, on the 25th of June, 1859, cannot be forgotten; and the ribs and trucks of the *Plover*, *Lee*, and *Cormorant*, could be seen "in evidence" on the muddy banks of that river until recently. It was in this engagement that the American Commodore (Tatall) witnessing from his Flagship, outside the bar, the terrible straits of the British attacking force (in which 480 out of a total force of 1,200 were either killed or wounded) made use of that never-to-be-forgotten expression, that "blood is thicker than water"—he could not be a silent spectator to Englishmen being practically massacred and suiting the action to the word ordered out his boats and personally towed in the British reliefs to cover the retreat, in which action his own coxswain was killed at his side by a cannon shot. Towards bringing to a successful issue the campaign of 1860 resulting in the capture of Peking, the squadron continued to render invaluable service, facilitating the occupation, the suppression of the rebellion, and the opening of the Yangtze. But as times have progressed, the old class have had to yield in turn to larger and more suitable craft in keeping with the advancement of science. In welcoming the new class of gun vessel, of which we may take the *Plover* as a type, it would seem as if it would be impossible, during the next cycle, to improve much upon this class in regard to speed and capabilities, but if they can show as good a record at the end of the next thirty years that their predecessors have done in the past, they will deserve the laurels we now place on the bier of the departed "puffers."

In conclusion, we note there is some stammina left in the old vessels yet, for we see the old *Merlin*, Lieutenant Commander Yonge, reached Singapore homeward bound from this in about six days, beating her colleagues the *Esper* and *Cochet* by a day, and it was thought that the crews of these vessels might yet have to "handle the handspike" on the coast of Eastern Africa, and show that the traditions of the grit and pluck of their predecessors in the old puffers like the *Plover*, *Algerin*, *Staunch*, *Starling*, *Opasum*, *Kestrel*, *Woodcock*, &c., &c., are as conspicuously to the fore as of yore.

TELEGRAMS.

ENGLAND AND UNITED STATES.

LONDON, January 27th. The extradition treaty is still before the Senate. The copy as published expressly excludes political offences.

GERMANY. The Reichstag has rejected the Socialist Bill.

LOCAL AND GENERAL.

A SPANIARD who died recently at Buenos Ayres confessed on his deathbed that he was an accomplice in the murder of General Prim.

GERMANY'S pension law for laborers will include 12,000,000 persons. Every workman, according to his wages, must pay from 3 to 7 1/2 per cent. per week.

THE Papal stables, which used to have forty horses in Pius IX's day, have been cut down to eight horses, and instead of a dozen carriages they have only four.

THE P. & O. S. N. Co.'s extra steamer *Bombay* left Singapore for this port at 11 a.m. to-day, and the extra steamer *Thibet* left Bombay on the 1st inst. at 8 p.m. for this port.

MESSRS. Butterfield & Swire inform us that the Ocean Steamship Co.'s steamer *Palmyra*, from Liverpool, left Singapore for this port yesterday afternoon, and is due on the 11th inst.

By late Singapore papers we note that the Trust Loan Company of China, Japan & Straits Ltd. has opened in Singapore with the well-known firm of Gilliland Wood & Co. as agents.

The Italian Parliament has taken the direction of public charities out of the hands of the clergy and put it under secular control. The measure has, of course, excited very bitter opposition amongst the priests.

MR. J. J. FRANCIS, Q.C., addressed a number of gentlemen in the Chamber of Commerce this afternoon on "Borneo," principally referring to its tobacco-planning prospects. A report will appear in to-morrow's issue.

SIR OSCAR JENNINGS, the noted English physician, says that quinine and antipyrine will cure the influenza. The quinine kills the microbe and the antipyrine destroys the pain. He calls it *la grippe* "a bastard pulmonary rheumatism."

"AN Old Sportsman's" notes are 140 years until to-morrow. The veteran has been following about the courts the best part of the day, and his reporter is listening to Rajah Francis' sanguine prophecies about Borneo, and the rest of the staff, including the goat, are "on the job," trying to back Danby's ponies for the Derby.

THE following are the office bearers of the Shanghai Keystone, Royal Arch Chapter for the current year:—

W. Poignand.....M.E.H.P.
R. J. Sloan.....E.S.
E. J. O. Rowland.....E.S.
D. C. Jensen.....E.S.
A. Neubauer.....Secretary.
C. L. Skinner.....E.S.
C. N. Vincent.....R.A.C.
H. L. Newham.....Val.
W. W. Davies.....and Val.
A. W. Danforth.....and Val.
John Gould.....Secretary.

We are informed by the agents (Messrs. Adamson, Bell & Co.) that the steamship *Tartar*, from Liverpool, &c., left Singapore yesterday afternoon for this port.

A PRISONER is brought up for at least the fifth time on a charge of vagrancy. The Magistrate asked him how long he had been out of work. "Ever since my mother died." An excellent woman! "I added the prisoner, as he brushed away a tear. Magistrate (somewhat mollified): "And how old were you when you lost your mother?" "Sixteen months, your worship."

ACCORDING to an American contemporary, the absence of Prince Henry of Battenberg from the court Christmas was in direct defiance of the Queen's request that he should return from the continent before Christmas and spend that festival with the royal family. Battenberg resents the severity of domestic rule practiced by the Queen, and has now taken the most decisive stand against it he has ever had an opportunity for.

We regret that Dr. M. R. Escudero's (of the Spanish Consulate) name should have been excluded from the *Hongkong Directory* for the current year, as that work is by far the cheapest, the most widely circulated, and the only reliable Directory published in this part of the world. But the fault is not ours. We do everything possible to ensure absolute accuracy, but if new arrivals in the colony wish to get the truth as to forward their names, we cannot be held responsible for omissions, however much we may regret them.

If "prevention is better than cure." Detective Hadden is a mighty useful man. He generally distinguishes himself by recovering stolen property before the owner has missed it, and he had a case to-day which was equally smart. He saw an old Chinaman walking along on Calne Road in a very ordinary way, but because the venerable party seemed a trifle fleshy he analysed him, and found him to be adulterated with twelve taels of illicit raw opium, tied round his chest. Mr. Wodehouse fined the man \$75, later on.

THE Shanghai Mercury of the 1st inst. translates the following from the *Malta Gazette*:—"We regret to have to record the death of Mr. Ching Ah-ling-wo, who expired yesterday afternoon at 5 3/4 o'clock. Just before he slipped his cable, he confided to his wife that he had been talked to death by shareholders. Mr. Wong Kee-woo has decided to raffle his dress suit—45 chances at \$1 each. He is one of our oldest subscribers, but was never yet known to pay his subscription. We have taken one last chance."

DON PEDRO, ex-Empress of Brazil, once called on Victor Hugo and asked the privilege of dining with him. The two men talked until 3 o'clock in the morning. Hugo asked the Emperor what countries in Europe struck him as being the happiest. "Switzerland, France and Scotland," was the answer. "What reason do you assign for this?" continued the poet. "The fact that Switzerland is an old Republic, that France has accomplished a Republican evolution, and that Scotland has a Republican of church government," explained Don Pedro. "The church has given a moral strength to Scotland which is unique and her climate has imposed hardy habits on the Scotch people."

BARON HIRSCH, who is going to spend some of his vast wealth in entertaining in a princely fashion at Merion Hall, Theford, is, says the *Rail*, best known in connection with the Turkish railways which he financed, and is supposed to have made two or three billion francs out of it. But he has been the hero of many other grand coups. During the Arabi Fasha (unpurified) dropped 40, and they might have gone still lower had not Baron Hirsch and a few other deep-pocketed men stepped in. Forthwith share the Baron bought two and a half millions of Unif. at 40, costing him a round million sterling. He took his two-and-a-half millions of Unif. off the market, and sat on them till they rose to over 80. Then he was advised to take his profit, but he did not think the rise was over yet, and neither was it. Egyptian Unif. is now 93, and even yet Baron Hirsch hesitates to sell. He could clear out his whole two-and-a-half millions any morning at 93, and his book would then show a net profit of £1,325,080. Last year the Baron came very near making a bad shot. When the Copper Syndicate were at their wit's end for money, he was a last resort they applied to Baron Hirsch. M. Secretan and one or two other members of the ring went to the Baron's castle in Austria, and submitted the case to him. They proposed that he should advance them a million sterling on copper at £40 per ton. The nominal market value being then about £70, that seemed a safe margin even if the worst should come to the worst. The Baron had a "bunting party" in the castle at the time and was in a hurry. Partly for friendship's sake, and partly for the five per cent. interest offered, he hastily agreed to do it. But when he began to look into the copper question as a whole he suspected that he had been rather hasty. However it is believed that he got his million out again, plus the 5 per cent. interest, and very probably a good bear balance on Tinto.

THE *Straits Independent* of the 25th ultimo records a shocking tragedy which took place the previous day on board the steamship *Fajet*, bound from Cardiff to Singapore. About 3 o'clock in the afternoon Captain Storey, who commands the steamer, was in this cabin, when all of a sudden he heard the cry of "Stop! Stop!" He at once ran upon deck, where he found a native of Pondicherry named Francis Joseph, had cut the throats of the chief and second engineers, who were taking their rest in their respective cabins, and then jumped overboard. At the same moment the two men approached him holding their necks, from which blood was streaming in profusion. He assisted them to the best of his ability and sewed up the wounds, that of the second engineer, whom the man had attacked first, being most shocking to behold, the throat being cut from ear to ear, and the head almost severed from the body. This man whose name is Ralph Foster, injured last night, who he died. As to the chief engineer, Lawrence by name, he has since been attended to by Dr. Hampshire, the Colonial Surgeon, who went on board as soon as the vessel came into harbour, and was transported to the Hospital. The deed was perpetrated with a razor, the second engineer being asleep at the time, whilst the chief was awake and saw the man coming into his cabin. Mr. Lawrence had no suspicion whatever as to the steward's intention, and although awake, was off his guard. No sign of the murderer being seen on the water after the alarm had been raised, the ship was not stopped. An inquest has just been held on the body of the dead man when a verdict of "died from wounds inflicted by a man who has since committed suicide" was returned. No cause can be assigned for this fearful tragedy, the murderer's motive looked as usual a few minutes before he perpetrated the deed. It is, however, supposed that he was taken with a sudden fit of homicidal mania. Mr. Harry Lawrence, the chief, we are happy to say, is getting on as well as can be expected under the circumstances, and hopes are entertained that he will soon recover.

THE *Singapore Free Press* says that a private letter from Sir Andrew Clarke to a friend in Singapore states that the suicide of Sir Thomas Sigsbee was connected with Pahang speculation.

THE New York Tribune's special from London of the 6th January says: The Czar has given great offence to the French Government by granting a commission in the Russian army to Prince Louis Napoleon, and the Orientalists are also much exasperated. Every effort was made by the French Government to induce the Czar to refuse the commission, and the prolonged absence of the Prince from Paris is believed to have been really caused by the wish to escape vexatious discussion on the subject, as when once his Majesty has made up what he pleases to call his mind, it is useless, even dangerous, to attempt to alter his decision. It is probable that the Czar's complacency toward Prince Napoleon's younger son is really due to his intense desire to administer a snub to the Orleans family, as he is much exasperated that Prince Ferdinand should still be in Bulgaria, and all the efforts of Princess Waldemar of Denmark, daughter of the Duc de Chartres, at Dresdenburg, failed to soften the Czar's resentment. The whole result of the Prince's mission was a curt message to the Comte de Paris, on whose behalf it was represented he had done his best to induce Prince Ferdinand to abdicate, that the Czar much regretted he did not exercise proper control over the members of the family of which he was the head.

"THE Knights of Malta" have been at loggerheads in Philadelphia. There are two factions of these noble warriors, each claiming to be "the only true Knights." They had a meeting on January 4th, which was not harmonious. It was that of the Chapter General of New York, and of the Grand Consistory of the Ancient and Illustrious Knights of Malta of Philadelphia. They remained in session until early next morning, and had not the police been called in a free fight would doubtless have resulted. They were discussing the right to the title of true Knights of Malta, when Commander Pierce of Philadelphia called Major Reed a traitor. Reed dem'd d that Pierce "take it back." Cries of "Don't take it back," came from the hall. "Pierce, as chairman of this meeting, I command you to leave the hall," said Reed. "I shall not leave," replied Pierce, "and you are not able to put me out." "I command that Pierce be put out of the hall," said Reed. "He shall not be put out, and your crowd are not able to put him out," yelled the supporters of Pierce. The frightened janitor turned down the gas, but a policeman made him turn it up again. The Knights were met with swords, and a desperate fight seemed imminent, when a squad of policemen stationed outside, hearing the uproar, entered the hall and separated the factions. The meeting broke up amid the wildest excitement.

THE Duke and Duchess of Connaught will probably arrive here at the end of March. They will come by the *Kaiser-i-Hind* on the 13th March. They are following the Royal rule, and travelling on the cheap. For that occult reason, which prompts the P. and O. Company to break records, regardless of expense, whenever any of the progeny of our prolific Queen honor their vessels by travelling in them, "The Duke," whose party comprises twelve persons, will be deposited in Japan for a trifling £250, or under \$150 each. His Highness will not, according to present arrangements, come ashore to stay when he arrives, but will run up to Canton in a torpedo-boat, and then, and come down next day, when his visit, properly speaking, will begin. He will presumably review the troops, possibly favoring them with a few reminiscences of Tel-el-Kebir, and among other festivities will attend a grand ball which the Masons contemplate giving, if it is not too hot. There is some prospect of his also laying the foundation-stone, or turning the first sod, or whatever it may be called, in connection with the Praya Reclamation Scheme, so that he will to some extent work for his living. He will leave here in either the *Verona* or *Ancona* on the 13th April, a lot of the berths being knocked into one to make things comfortable for him. He will leave Japan for America by the *Abysynia*. And he won't be missed.

CANTON.

(FROM OUR CORRESPONDENT.)

Canton, February 4th, 1890. A new "Weising" Lottery Farmer is to be appointed, and the lease extended for a further term of years, while strenuous and energetic efforts are to be made to increase the income of the same line of business. Not content with this encouragement to gambling throughout the province, the Governor has memorialized for permission to establish another gambling arrangement upon identical lines to those of the Manila lottery, so we are to be regularly in a gambling swim if of nothing else. The castings, for the new iron bridge across the river at the Whampoa barrer are being made here, so it looks as if the barrier bug-bear is really going to be a thing of the past.

LATE TELEGRAMS.

LISBON, January 14th.

Turkish troops have been ordered to Crete to strengthen the present garrisons. Fresh emutes are feared shortly.

ST. PETERSBURG, January 14th.

The Russian Budget has been received with universal disfavor. They include the cost of a strategic railway from Kulaise to Novosibkov.

Arrests continue to be made in connection with the alleged attempt on the Czar's life.

Colonel Voickoff of the Imperial Guard, and several other officers, have committed suicide.

The Czar's brother is shortly to be banished from the capital, it is stated, for complicity in a political offence.

NEW YORK, January 14th.

A grain elevator at Baltimore, containing half a million bushels of wheat, has been burned; the British steamer *Sarabacca*, which was alongside, being also destroyed. Three of the crew of the vessel perished in the flames. The damage is estimated at a million dollars.

LONDON, January 15th.

The coffin, containing the remains of the late Lord Napier upon which his Field-Marshal's hat, baton, and sword were placed, will be conveyed to the Cathedral on a gun-carriage, followed by his favourite charger. The Twelfth Lancers and the Royal Engineers will form the escort, and the Royal Horse Guards and Foot Guards will line the route. The pall-bearers will include Field Marshal Sir Patrick Grant, Generals Nicholson, Taylor, Donald Stewart, Peter Lumsden, Martin, Dillon, and Proby.

The service on the occasion will be choral.

LISBON, January 16th.

Senator Pimental, the new Premier, addressing the Portuguese Chamber yesterday, referred to the present as a grave juncture in the history of Portugal. As regards the disputed territory in Nyassaland, right was on the side of Portugal, might on that of England; yet the Portuguese

Government would uphold the honour and dignity of their country.

It is stated here that several European statesmen have expressed opinion favorable to Portugal, and have warned Lord Salisbury that his action will endanger the throne of Spain as well as of Portugal.

LONDON, January 16th.

Her Royal Highness the Princess of Wales is improving.

Lord Louth is dead.

Letters received from Stalin Pacha disprove the death of the Khalifa, and state that in consequence of a famine in the Sudan all fighting forces have dispersed.

LONDON, January 16th.

Princess Maud of Wales is suffering from influenza.

ST. PETERSBURG, January 16th.

The Czar in his New Year's rescript to the Governor of Moscow prays to God that the development of the resources of the country may continue undisturbed amidst peace which is universally desired, thus rendering all happy.

LONDON, January 17th.

Princess Maud of Wales is better.

January 18th.

At a lecture given in the Indian Section of the Society of Arts, Mr. Danvers, Registrar and Superintendent of Records at the Indian Office, stated that catkins of records were sold as waste paper in 1858 and 1859. Lord Harris, who presided, said he was willing to forgive the East India Company all their errors, and remember only their great services.

ROME, January 18th.

Prince Amadeo, Duke of Aosta, died this evening. He received the Papal blessing before death, which was given by Cardinal Almondo. King Humbert and all the relatives of the deceased were assembled round the bedside at the last moment. General mourning has been ordered.

LISBON, January 18th.

The Governor of Mozambique, who is credited with having systematically disregarded the orders sent out to him by the Government, has resigned his post and will probably be succeeded by Captain Almeida of the Portuguese Navy.

General Guedes de Carvalho has declined the portfolio of War Minister which was offered to him.

ZANZIBAR, January 18th.

Fourteen British war vessels now here are coaling.

Emin Pasha is a trifle better.

The telegraphic cable connecting Mombassa and Zanzibar has been completed.

CAIRO, January 18th.

Sir Evelyn Baring gave a banquet in honor of Stanley this evening, at which Mr. Joseph Chamberlain and Mr. Jesse Collings were present.

NEW YORK, January 19th.

The apparatus for the execution of condemned criminals by electricity has been tested here in the prison with a bullock, the result being that the animal was killed instantly.

ST. PETERSBURG, January 19th.

Colonel Petrovich has reached the Tibetan plateau. The country is mostly desolate and unpeopled; but the southern portion is well watered and wooded.

The Russian Government has concluded a loan with French, German and English bankers for twenty millions sterling, of which thirteen millions goes towards conversion.

LONDON, 20th January.

Lord Salisbury is going to the Continent to recruit his health.

The troopship *Malabar*, which left Bombay on the 28th December, has arrived at Cadix damaged, after having grounded on the Spanish coast.

Later advices state that the troopship *Malabar* did not ground, but collided with a French steamer. The *Malabar* has been placed in quarantine for three days at Cadix.

Both the *Malabar* and the French steamer she collided with have been much damaged by the collision.

SIR GEORGE BOWEN AND HIS COLONIAL CAREER.

A BOOK OF (SELF) PRAISE.

(Concluded from Saturday.)

There is little to be gained by copying the Hong Kong and New Zealand despatches. Parting from the other portions of the work attention may now be given to the account of the failure in Victoria. Here, as we have said, the public simply has quotations from the published despatches, together with extracts from the memoranda of the Berry Ministry. All this is very dry. Our intention was to make substantial extracts from this part of the work, so as to put Sir George Bowen's final views of the crisis fully before the public in his own words and manner, but no such object is served by republishing documents which are familiar to all who were concerned in the struggle. It may be said, however, on renewing their acquaintance, that it seems more wonderful than ever that these documents should ever have been written.

The standpoint from which the despatches are penned is that there never was a more praiseworthy and innocent group of men than the Berry Ministry (who had increased all the Government-house allowances), and never a more wise but persecuted Governor. The first mention we have of the crisis is as follows: "I have already stated in my despatch of the 19th September ult. the main arguments which seemed to the present Minister of this colony to justify the placing on the Estimates (as in New Zealand and elsewhere) an item providing for the reimbursement of the expenses of the members of the Council and Assembly in relation to their attendance in Parliament, and the subsequent inclusion of that item in the general Appropriation Bill. In this course the Minister was supported by very large majorities of the Assembly."

Even this passage contains a *supplisio veri*, because it is not stated that payment of members by a separate Act and not by Estimate was the rule in Victoria and is the established practice of all the Australian colonies. It is not considered advisable that members of the Lower House should have the opportunity of increasing their stipends at pleasure, as they could do if a yearly vote were put in the annual Appropriation Bill.

The Council laid the Appropriation Bill aside until such time as the payment of members vote should have been removed from it. Ministers retaliated by Black Wednesday. The despatches mentioned these momentous incidents in Sir George Bowen's own way.

property, seriously jeopardised by the rejection of the annual Appropriation Bill by the Legislative Council.

Sir George Bowen alludes, it will be noticed, to the "rejection" of the Appropriation Bill, whereas the measure was not rejected, but was "laid aside" so that it could be revived any time if a item of public policy was withdrawn from it. The "economy of funds" spoken of was, of course, all fudge. As to the dismissal of the public servants, it is "excellency" says:—"It would, in the Governor's opinion, have been better, for many reasons, to have suspended the salaries of the officers of the several departments, instead of dispensing even temporarily with the services of such judicial and departmental officers as were willing and ready to serve without pay during the Parliamentary deadlock. Still as these are questions of local concern, and as the entire responsibility rests with Ministers, the Governor did not feel himself justified in causing a Ministerial crisis by interfering authoritatively with the policy of his constitutional advisers."

Some words are italicised in this passage for future reference. His Excellency makes a free use of the phrases prepared by his Ministers for export:—

"There can be no doubt that the civil service of Victoria has grown to extravagant proportions. During many years past each successive Ministry has added to it a number of the personal or political friends of its members."

As to the "illuminations" objected to Black Wednesday, and who objected to the Governor becoming a fool, as they held, in the hands of a Ministry which they believed was bent on covering the one branch of the Legislature, and was, they submitted, unscrupulous and violent in its action, they are thus described:—

"The clique or faction referred to is almost entirely without political power and influence in Victoria. Consequently (as has been said of a similar condition of affairs in Canada), 'a beaten minority in the colonial Parliament, instead of loyally accepting its position, is never without a hope of wresting the victory from its opponents by an appeal to opinion in the mother country, always ill-informed, and therefore credulous in matters of colonial politics.'"

It is a curious commentary on this despatch that two of the leaders of this "clique or faction" have for the last seven years been Premiers of Victoria, and that every item of the programme of the "clique" has since been placed on the statute book. And within 12 months Sir George Bowen's patriotic friends, despite all their sneers at Imperial interference, were on their way to England as an "embassy" to request the direct intervention of the Imperial Government at the expense of the Victorian constitution.

"We now" says the editor on a further page, "insert extracts from the official correspondence, respecting the re-statement of the members of the civil service who had been dispensed within consequence of the stoppage of supplies by the Council." But, like the famous chapter on the snakes in Iceland, this announcement ought to be followed by a blank page, because there was no re-statement. The Governor had been profuse in his assurances to the Imperial Government that he had consented merely to a suspension of the public servants pending the passage of the Appropriation Bill, so that it is evident that either he was insincere himself in his protestations (and he protested over much), or else he was victimised by the Ministers whom he had picked as so liberal (in allowance), and so high-minded. The truth is probably divided between the two theories.

One of the reproaches administered by the Secretary of State for the Colonies (Sir Michael Hicks-Beach) to Sir George Bowen for assisting Ministers to effect a public service *enip* without the direct authority of Parliament is partially quoted in the book, and we have the full text of the despatch in answer. Sir George Bowen wrote letters giving his own version of the case to Mr. Gladstone, Mr. Childers, Lord Dufferin, and others, and he quotes sympathising remarks which, of course, are of no practical value, the two sides of the case not being before these gentlemen.

On page 109, vol. 2, Sir George Bowen does briefly mention what he

Amusements

GARRISON THEATRE.

"MILITARY MUMMERS."

H. J. BYRON'S Comedy, in 3 Acts, entitled "WEAK WOMAN," will be given by the above TO-MORROW AND SATURDAY, the 6th and 8th February, 1890.

To be preceded by the farce "D. R." on Thursday, and "SLASHER AND CRASHER" on Saturday.

Doors open at 8.30; to commence at 9 p.m.

Tickets:—Reserved Seats \$1 (numbered); First Seats 50 cents; to be obtained from J. C. WATSON, Commissariat Buildings, Hongkong, 4th February, 1890. [236]

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF Cargo per Steamship "BELGIC." The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

CHAS. D. HARMAN, Agent, Hongkong, 1st February, 1890. [2]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAIPHONG."

Captain Harris, will be despatched for the above Port, TO-MORROW, the 6th instant, at DAYLIGHT.

For Freight or Passage, apply to DOUGLAS LAPRAK & Co., General Managers, Hongkong, 3rd February, 1890. [230]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship

"WINGSANG."

Captain St. Croix, will be despatched as above TO-MORROW, the 6th February, at 3 P.M. This steamer has superior first class accommodation specially constructed to meet the requirements of tropical climates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers, Hongkong, 31st January, 1890. [209]

FOR SHANGHAI.

THE Steamship

"AMOY."

Captain Th. Lehmann, will be despatched for the above Port, TO-MORROW, the 6th instant, at 4 P.M.

For Freight or Passage, apply to SIEMSEN & Co., Hongkong, 4th February, 1890. [234]

STEAM TO YOKOHAMA, VIA TAKAO, NAGASAKI AND KOBE.

(Passing through the INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship

"LOMBARDY"

will leave for the above places, at DAYLIGHT, on FRIDAY, the 7th instant.

E. L. WOODIN, Superintendent, Hongkong, 4th February, 1890. [3]

STEAM TO STRAITS AND BOMBAY, (Calling at Colombo if sufficient inducement offers).

THE P. & O. S. N. Co.'s Steamship

"TEHERAN."

Captain C. D. Sams, R.N.R., will leave for the above places, on FRIDAY, the 7th February, at DAYLIGHT.

E. L. WOODIN, Superintendent, Hongkong, 1st February, 1890. [220]

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATINO, UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY, having connection with Company's Mail Steamers, to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES (LEGHORN), and GENOA; all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

THE Company's Steamship

"BISAGNO."

F. Valle, Master, will be despatched as above, on MONDAY, the 10th instant, at NOON. At Bombay the Steamers are discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents, Hongkong, 3rd February, 1890. [228]

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON.

THE Company's Steamship

"OANFA."

W. S. Thomson, Commander, will be despatched for the above Port, on or about the 15th inst. For Freight, apply to ARNHOLD, KARBERG & Co., Agents, Hongkong, 1st February, 1890. [219]

Shipping.

STEAMERS.

STEAM TO LONDON, DIRECT, Calling at intermediate Ports.

THE P. & O. S. N. Co.'s Steamship

"SHANGHAI."

Captain F. N. Tildard, will leave for the above place, on or about THURSDAY, the 13th February.

This vessel is disconnected from the Mail services, but has excellent accommodation for through passengers (First Saloon only) at reduced rates. Electric Light, Deck cabins, Surgeon carried, &c.

E. L. WOODIN, Superintendent, Hongkong, 31st January, 1890. [210]

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(PASSING THROUGH THE INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship

"VERONA."

will leave for the above places on FRIDAY, the 14th instant, at DAYLIGHT.

E. L. WOODIN, Superintendent, Hongkong, 3rd February, 1890. [21]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA."

Williams, Commander, will be despatched as above on SATURDAY, the 15th inst., at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloons and Cabins are situated forward of the engines. Second Class Passengers are berthed in the Poop. A Refrigerating chamber ensures the supply of fresh provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 1st February, 1890. [183]

SAILING VESSELS.

FOR NEW YORK.

THE 3/4 L. I. American Ship

"IMPERIAL."

J. E. Crosby, Master, will leave here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co., Hongkong, 14th January, 1890. [132]

Mails.

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE.

VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship

"ABYSSINIA"

3,651 Tons Register, L.E. Commander, will be despatched for VANCOUVER, B.C., via INLAND SEA, KOBE & YOKOHAMA, on THURSDAY the 6th February, at NOON.

To be followed by the S.S. "PARTHIA" on the 6th March and "BATAVIA" on the 3rd April.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—To Vancouver and Victoria (Mex.) \$210.00 To Montreal New York, &c. 290.00 To Liverpool 330.00 To London 330.00 To other European Ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 5 P.M. on the 5th Feb.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to ADAMSON, BELL & Co., Agents, Hongkong, 9th January 1890. [114]

NORDDEUTSCHER LOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 16th day of February 1890, at 10 A.M., the Company's Steamship "BRAUNSCHWEIG," Captain A. Meier, with MAILED PASSENGERS, SPECIE & CARGO, will leave this Port as above, Calling at GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on Board until 4 P.M. Parcels and Packages until 3 P.M., on 15th February, (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to MELCHERS & Co., Agents, Hongkong, 22nd January, 1890. [6]

Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON; ALSO, BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—Cargo CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "PENINSULAR," Capt. W. J. Webber, with Her Majesty's Mails, will be despatched from this Port on WEDNESDAY, the 12th February, at NOON.

Cargo will be received on board until 4 P.M., Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the direct route via Colombo.

For further particulars regarding FREIGHT AND PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN, Superintendent, P. & O. S. N. Co.'s Office, Hongkong, 1st February, 1890. [3]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"BELGIC" will be despatched for San Francisco, via Yokohama, on THURSDAY, the 13th February, at 1 P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—To San Francisco and return, \$225.00 To San Francisco and return, 393.75 available for 6 months. 325.00 To Liverpool 330.00 To London 330.00 To other European Ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent, Hongkong, 18th January, 1890. [2]

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF PEKING" will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 25th February, at NOON, taking Passengers and Freight to Japan, the United States and Europe.

Through Bills of Lading, issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—To San Francisco and return, \$225.00 To San Francisco and return, 393.75 available for 6 months. 325.00 To Liverpool 330.00 To London 330.00 To other European Ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 7 P.M. the day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent, Hongkong, 20th January, 1890. [1]

STEAMERS EXPECTED IN HONGKONG.

TO SHIPMERS.	FROM.	DATE DUE.	AGENTS.
Strathearn	New York.....	February 5th	Adamson, Bell & Co.
Glenavon	London	February 7th	Jardine, Matheson & Co.
Cyclops	Liverpool	February 6th	Butterfield & Swire.
Japan	Calcutta	February 10th.....	D. Sassoon, Sons & Co.
Tatlar	Liverpool	February 11th.....	Adamson, Bell & Co.
Palinurus	Liverpool	February 11th.....	Butterfield & Swire.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Peninsular	P. & O. S. N. Co.	Feb. 12th, at noon.
London	Oanfa	Arnhold, Karberg & Co.	About Feb. 15th.
Bremen (direct)	Shanghai	P. & O. S. N. Co.	About Feb. 15th.
Bremen, via Ports of Call.	Braunschweig	Melchers & Co.	Feb. 16th, at 10 a.m.
Genoa, via Bombay, &c.	Bisagno	Carlowitz & Co.	Feb. 16th, at noon.
New York	Merionethshire	Adamson, Bell & Co.	About March 4th.
San Francisco, via Yama	Belgie	O. & O. S. N. Co.	Feb. 13th, at 1 p.m.
San Francisco, via Yama	City of Peking	Pacific Mail S. S. Co.	Feb. 26th, at noon.
Vancouver, B.C., via I., &c.	Abyssinia	Adamson, Bell & Co.	To-morrow, at noon.
Port Darwin, &c.	Changsha	Butterfield & Swire.	February 13th.
Calcutta, via Straits	Wingsang	Jardine, Matheson & Co.	To-morrow, at 3 p.m.
Straits and Bombay	Teheran	P. & O. S. N. Co.	Feb. 7th, daylight.
Yokohama, via Takao, &c.	Lombardy	P. & O. S. N. Co.	Feb. 7th, daylight.
Yokohama, via Nag., &c.	Verona	P. & O. S. N. Co.	Feb. 14th, daylight.
Shanghai, Kobe, &c.	Tartar	Adamson, Bell & Co.	About Feb. 11th.
Shanghai	Cyclops	Butterfield & Swire.	February 8th.
Shanghai	Amoy	Siemssen & Co.	To-morrow, at 4 p.m.
Hoihow, Singapore, &c.	Goa para	Jardine, Matheson & Co.	Feb. 8th, at 3 a.m.
Hoihow and Bangkok	Chow Fa	Yuen Fat Hong	Feb. 10th, at 8 a.m.
Swatow	Haiphong	Douglas Laprak & Co.	To-morrow, daylight.

Intimations.

F. Blackhead & Co.

SHIP-CHANDLERS, SAIL-MAKERS, AND PROVISION MERCHANTS.

NAVY CONTRACTORS, AND GENERAL COMMISSION AGENTS.

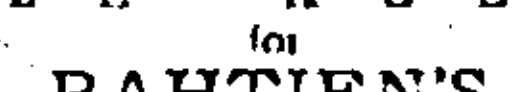
No. 11, Praya Central, (Opposite Padder's Wharf).

SOLE AGENTS FOR RAHTJEN'S GENUINE COMPOSITION.

FOR THE BOTTOMS OF IRON SHIPS.

HARTMANN'S GREY PAINT, specially manufactured for coating the inside of STEEL SHIPS.

CARBOLINEUM AVENARIUS PRESERVATIVE AGAINST ROTTING, DECAY, &c., OF WOOD.



SAPOLIO.

ENOCH MORGAN'S SON'S SAPOLIO.

FOR GENERAL CLEANING PURPOSES.

CHR. MOTZ & Co., BORDEAUX CLARETS.

MAX HAASEN'S FRANKFURT ON M. CONSERVED MEATS, VEGETABLES AND FRUIT CEMENT from the celebrated Factory of Hemmoor.

SWEDISH TAR AND OREGON PINE LUMBER.

FLensburg STOCKBEER ENGINEERS' AND BLACKSMITHS' MACHINERY AND TOOLS.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

ALL KINDS OF COALS SUPPLIED AT THE SHORTEST NOTICE.

Hongkong, 26th June, 1889. [130]

Dr. Knorr's ANTIPYRINE.

(Dose for Adults 15 to 25 grains troy).

IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOPING COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the medical Faculty. To be had at every reputed Chemist and Druggist. Ask for DR. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature "Dr. KNORR" in red letters.

Supplies constantly on hand at JUSTUS LEMBEKE & Co., Hongkong and Shanghai—Sole Agents for China. Beware of spurious imitations!

Hongkong 20th May, 1889. [130]

A. G. GORDON & CO., LIMITED.

ENGINEERS, LAUNCH BUILDERS, GENERAL AND GOVERNMENT CONTRACTORS, IRONMONGERS, COMMISSION AGENTS, VALUATORS, IRON AND TIMBER MERCHANTS.

WORKS: BOWRINGTON, EAST POINT.

OFFICE: 9 PRAYA CENTRAL.

STEAM LAUNCH COMPANY, LIMITED.

Hongkong, 1st May, 1889. [14]

For Sale.

SYRUP OF FIGS



NATURE'S PLEASANT LAXATIVE

A Pleasing Sense of Health and Strength Renewed, and of Ease and Comfort